

## L. A. W. IN CONVENTION

Reports Received and New Officers Elected.

### POTTER AGAIN PRESIDENT

"Junior Membership" in the League Provided For.

St. Louis, Feb. 10.—The corridors of the Southern hotel, where the national assembly of the League of American Wheelmen is holding its sessions, this morning presented the aspect of a national political convention. The numerous state delegations had been holding meetings and caucusing for their respective candidates ever since their arrival.

The business meeting of the national assembly was called to order at 10:30 a. m. by President Potter, with 307 delegates present in person or by proxies. The proxies numbered 145.

The report of President Potter and the other officers of the league which had all previously been prepared and printed, as well as the reports of the various standing committees, were passed upon without reading.

#### OFFICIAL REPORTS.

The report of President Isaac B. Potter, primarily ydelt at length on the progress of the good roads movement in the league. He then called attention to the fact that ten states have passed laws requiring bicycles to be carried as baggage without extra charge, and bills are now pending in the legislatures of Kentucky, Virginia and Maryland for the same purpose. This policy, on the Long Island railroad alone, increased the traffic from 40,000 cycling passengers in 1896, to 100,000 in 1897. He recommended that the publishing of an executive bulletin of news and notes relating to the general work of the league and its separate divisions be continued. He also recommended that the league fund the loan fund which served an excellent purpose within the last year. During the past year 54,732 new members have joined the league and 4,817 of the old members have renewed. But as in former years, the percentage of renewals is by no means satisfactory. In closing his report President Potter dwelt briefly on the dissatisfaction that was expressed in southern California, owing to the failure of the passage of an amendment at the last assembly to sanction Sunday racing. He maintained that the deliberate judgment of the national assembly must at all times prevail.

Secretary Albert Bassett, in his report said the year of 1897 had seen the membership grow from 12,969 to 102,000, and the financial had shown a very healthy condition. The membership had shown a gain of 44 per cent. The largest percentage shown in the past was 47 per cent, in 1895. The gross income for 1897 was \$105,012, an increase of \$1,546 over 1896. Among the several divisions during 1897 was distributed \$21,594. Subscriptions to the Bulletin amounted to \$2,247, and to its publishers was paid \$29,239, making the Bulletin cost the league \$12,522. The number of paid subscriptions received was 10,079. League club fees amounted to \$306. As instructed at the last assembly, the work of renumbering the membership cards has been begun, but it is expected that at least two years will be consumed in perfecting the alphabetical index.

The report of the auditing committee, composed of J. Fred Adams, John J. Van Bort, and George L. McCarthy, showed that the league has in its treasury over \$15,000. The principal heavy receipts for the last year were: Applications, \$5,827; renewals, \$36,012; subscriptions, \$2,247. The heavy expenditures were: Distributions among divisions, \$21,594; Bulletin account, \$29,239.

The report of Albert Mott, chairman of the racing board, showed that during the year the receipts by the racing board amounted to \$2,436, the expenditures \$7,204, leaving a balance on hand of \$1,822. During the year 7,312 race meets were held, where 17,216 races had been given, participated in by 9,000 racing men, who have won and received racing and prize money to the value of \$1,654,000. "One new feature that has improved bicycle racing in the past season is the entrance into it of capital and business," the report continues. "They are in it for investment and get proper returns. Consequently, their meets are conducted in a business-like manner and with system. The racing sanction privilege is not only necessary, but it is a wise measure in fostering this class of recreation and entertainment for the public. The control by the L. A. W. without direct pecuniary profit, invites public confidence to an extent that could not be accomplished in any other manner." Mr. Mott called attention to the manner of determining the national professional championship and claimed it is at fault. "For obvious reasons," he says, "the national amateur championships could be determined entirely at the national meet, and there should be but one champion."

In the report of Otto Doerner, chairman of the committee on improvement of the highways, he stated that a vast amount of personal effort had been expended upon the good roads work in most of the states and many active minds had devoted themselves enthusiastically and persistently to the cause. Apart from the continuous general agitation going on all over the country, the good roads movement has made considerable specific progress in a number of states.

The report of the committee on transportation stated that with the exception of Pennsylvania, Maryland, Delaware, Virginia, West Virginia, Indiana, Southern Illinois and Florida, the railroads carry wheels by force of law while these states are included by voluntary convention. The key to the western situation is now in the state of Indiana. If its legislature should pass a bicycle law the scheme of transportation between Chicago and St. Louis and New England would be finished. Illinois is the key to the western situation, and recognizing this, the greater part of the committee work has been concentrated there. In the south the railroads are uncollected. Florida's railroads voluntarily granted free transportation, commencing January 1 of this year.

The report of the membership committee submitted by Chairman George L. Cook showed that out of 100 applicants and members just 49 had complaints or objections entered against them for other causes than incompetency, and in twenty of these instances the objections were overruled as trivial and unfounded.

The report of the committee on rights and privileges, submitted by Chairman Walter S. Jenkins, comprised the citation

## Ayer's Sarsaparilla

What does A stand for? When some friend suggests that your blood needs A sarsaparilla treatment, remember that A stands for AYER'S. The first letter in the alphabet stands for the first of sarsaparillas; first in origin, first in record, first in the favor of the family. For nearly half a century

has been curing all forms of blood diseases—scrofula, eczema, tetter, rheumatism, erysipelas, blood poisoning, etc. There's a book about these cures—"Ayer's Curebook," a story of cures told by the cured,—which is sent free on request, by Dr. J. C. Ayer, Lowell, Mass. The book will interest you if you are sick or weak, because it tells not what it is claimed the remedy will do, but what your neighbors and fellows testify that it has done. Will it cure you? It has cured thousands like you. Why not you?

of numerous instances where that committee had been appealed to from all over the country for opinions concerning the rights and privileges of riders, complainants resulting from collisions and other accidents. In all cases cases opinion were given that would tend to produce harmony where seeming discord was threatened.

**OFFICERS ELECTED.**  
The next business before the assembly was the election of officers, and nominations for president were declared to be in order. Vice President Morrison took the chair at this point, and Mr. Van Valkenburg of Wisconsin, at the request of the President, placed in nomination Isaac B. Potter of New York, the present incumbent. He eulogized President Potter as the father of the good roads.

Fred Gerlach of Chicago, in behalf of the Illinois delegations placed in nomination George D. Gideon of Pennsylvania, ex-chairman of the national racing board, league. This created almost as much enthusiasm as the nomination of the President.

Stirling Elliott of Massachusetts, who backed Gideon for the presidency, made an able address for his favorite, who, he declared, to be the best man for the position.

Nominations were then declared closed and balloting for president was begun. Before the result of the ballot was known and during its counting the other officers to be elected were nominated and chosen, as follows:

First vice president—Thomas J. Keenan, Pennsylvania.  
Second vice president—E. N. Hines, Michigan.  
Treasurer—James C. Tattersall, New Jersey.

This completed the list of officers, as Secretary Bassett's office is a perpetual one, with the exception of president.

**PROVIDENCE NEXT TIME.**  
While waiting to receive the report of the tellers, invitations were received on behalf of Philadelphia and Providence, R. I., for the national assembly to hold its next convention in 1899, in one or the other of these cities. Providence was chosen by a large majority.

It was almost an hour after the ballot had been taken that the tellers were ready to report. They finally did so, with this result: Total number of ballots cast, 335; of which 212 were for Potter, 107 for Gideon and the remainder scattering. As only 154 votes were necessary for a choice, Mr. Potter had enough and more than enough for his election. The enthusiasm that was shown over the re-election of Mr. Potter lasted for several minutes, at the conclusion of which Mr. Gideon moved that his opponent's election be made unanimous. The motion was carried with a rush and Mr. Potter made a short speech, thanking the delegates for the honor.

Precious to the balloting the committee on credentials reported that 307 delegates were present or represented by proxies. There were actually in the convention 142 delegates, who held proxies for the remainder.

Then convention then took a recess for luncheon.

**AFTERNOON SESSION.**  
President Potter presided at the afternoon session, which was held in Masonic hall.

A motion to pay to Chairman Mott of the national racing board, the balance of funds in the treasury of the board, some \$1,000, as compensation for his work during the past year, was unanimously adopted.

It was also voted to pay to Secretary Bassett \$200 for his services and to authorize the loaning of \$250 to the international championship association, to defray the expenses of sending amateur and professional teams to the world's championship contests to be held at Vienna.

**RACING BOARD MATTERS.**  
Through Chairman Mott, the racing board presented a long list of riders who had been transferred to the professional class for the infraction of rules other than that of competing for money. It was recommended that they be restored to their former standing in the amateur class. This recommendation was adopted with the exception of J. B. Corser of Alabama, Pa.

A motion to amend the constitution, to amend the constitution, was passed up to the assembly with the recommendation of the racing board, and was laid permanently on the table by an unanimous vote.

**AMENDMENTS.**  
The consideration of amendments to the constitution and by-laws to the league was then begun. The first was an amendment to article 2 of section 1 of the constitution, to strike out the word "amateur." This would have the effect of admitting to membership in the league members of the professional class, which had hitherto been entirely excluded. The amendment failed of adoption by a vote of 123 ayes to 142 nays. As 225 votes in all were cast, 122 was the number required to carry it. Most of the opposition in the admission of "pros" to membership came from the east. New York and New Jersey voting solidly against the amendment. Mas-

sachusetts and Rhode Island voted solidly for it.

The second amendment, proposed to article 3, section 1 of the constitution, failed to be even considered, as it had not been published as required. A motion to cast aside was adopted.

The next amendment adopted provides that the board of officers of any state division shall have the power to establish a junior membership of the League of American Wheelmen, to be subject to the control and management of the board of officers of the state division in which the junior member resides. Such junior membership shall consist of persons between the ages of 12 and 15 years, who must be a member of the family or a ward of a regular member of the League of American Wheelmen, in good standing at the time of the presentation of the application for membership as a junior member of the league.

Adjourned until 9 a. m., tomorrow.

### L. A. W. IS IN SESSION

"Good Roads" is the Theme For the Opening Day.

St. Louis, Feb. 10.—A majority of the delegates to the National assembly of the League of American Wheelmen are in the city. A large number came in on the morning trains and stragglers will reach here tonight and tomorrow morning, before the actual business of the session begins.

The question that will receive the most interesting discussion is that of local option for the state divisions. An amendment providing that state divisions be granted the right to determine for themselves whether or not Sunday bicycle races should be permitted was introduced last year at the assembly at Albany and was defeated by but six votes. At that time division option was not considered to be of moment to the league, but the defeat of the amendment occasioning the formation of outlaw leagues in California and Louisiana, where the control of the sport passed almost entirely into the hands of the newly formed organizations, has had the effect of causing the present delegates to be more interested in the question and to decide the case on its merits. The prevailing opinion seems to be that if it is best for the league such an amendment will be adopted at the present convention. The disposition to afford the advocates of Sunday racing every possible opportunity to give their plans full trial extends even among the members of such states as Massachusetts and New York, where previously strong opposition to the idea was found. In view of this change of sentiment it is evident that the local option amendment will be given thorough consideration when it comes before the assembly on Thursday morning.

**ELECTION OF OFFICERS.**  
President Potter's re-election for the ensuing year and the success of his whole ticket seems assured, for no decided opposition has been shown yet, nor has any other ticket been named. Rumors of the candidacy of George D. Gideon, ex-chairman of the racing board, and of Fred Gerlach, ex-racing board member from Chicago, are about, but have not yet assumed definite shape.

The Potter slate is as follows: President Isaac B. Potter, New York; first vice president, Thomas J. Keenan, Pennsylvania; second vice president, E. N. Hines, Michigan; treasurer, J. C. Tattersall, New Jersey.

**RACING RULES.**  
Chairman Mott and the other members of the racing board held a secret meeting today for the purpose of considering changes in the racing rules. One of these affects the amateur prize rule. Chairman Mott's registration rule, to do away with rangers, is almost certain to be adopted. The most important change that the board considered was that in regard to national championship.

**GOOD ROADS DISCUSSED.**  
Today's session was devoted to the discussion of the good roads movement and the time was taken up with interesting addresses. It was 11 o'clock when, with a good attendance, Vice President Morrison called the convention to order. Mr. Otto Doerner of Milwaukee, chairman of the national highway improvement committee, was introduced as chairman of the meeting. He spoke of the work of the committee and said he was glad to report that it was receiving help in their movement from the farmers of the country, who, more than anybody else outside of the L. A. W., are interested in good roads.

Stirling Elliott of Massachusetts, ex-president of the National League, spoke briefly on the "History of the Good Roads Movement," outlining what had been done and what was needed to carry it through. The work, he said, had started with the riders of the wheel, and it was mostly through their efforts that it was being put forward now.

Chairman Doerner then announced that the national highway improvement committee had offered two lots of cash prizes for the best collection of bad roads. While a number had been received, the committee was still waiting for more.

**THE PENNSYLVANIA PLAN.**  
The principal address of the day was that of Professor Hamilton of Harrisburg, Pa., who is president of the National association of Farmers' Institutes conductors, and author of the Hamilton road bill, which is expected to do much for the improvement of roads in that state. His address was entitled, "Good Roads Prospects in Pennsylvania." Pennsylvania is one of the few states that have given aid to the counties and townships within their borders in the building of roads. About ten years ago when the agitation of the good roads question was begun, the road system of Pennsylvania was a mass of confusion and inefficiency. It was found that there were in force over 1,300 enactments in regard to roads and bridges. These were all of the kind that made the road a lawless and a confusion of roads in the commonwealth, not including the turnpike roads, controlled by corporations, or the streets and boulevards of cities and boroughs. These roads, together with the bridges, had cost the citizens of the state annually about \$1,000,000. After the appointment of a committee and a lengthy investigation of the matter, the Hamilton road bill passed the legislature in 1895. This law repealed all of the acts inconsistent with it and provided for the appropriation by the state of \$1,000,000 to be distributed according to the number of miles of road in each township, the distribution to be made under the direction of the secretary of the department of

agriculture of the state. It was provided that no district shall receive more of the state appropriation than is raised therein by local taxation.

The law further provides that one-half of the road taxes assessed against the property throughout the state shall, if demanded, be paid in money.

The speaker said in conclusion: "The great underlying and governing principle in all government should be that the strong should aid those who are weak and the potent and salutary method in this, not private or local, but most important public improvement, is for the state to undertake the work and thus enlist all interests and all of the people in the execution of this great enterprise, designed, constructed and maintained for the public use."

After one or two other addresses of minor importance a recess was taken until 2:30 p. m.

**Don't Quit Golf When Snow Flies.**  
But board the Santa Fe's quick California Limited, bound for Los Angeles. They play there all winter; so may you.

### DEPUTIES SHOT WOUNDED MEN

Evidence Gets Closer and Closer to the Striker-Killers.

Wilkes-Barre, Pa., Feb. 10.—The first witness called to the stand in the Lattimer case today was Morris Engleman of West Hazleton. Engleman said that on the day of the shooting he was on the road near the deputies. This was at the time the strikers were in Lattimer. He testified that he was told by the deputies to go into his house, as he was in danger of being shot. On cross examination by counsel for the defense Engleman said that he thought the deputies were doing all that they could to preserve the peace and to disperse the strikers in a peaceable manner without violence. The witness said he did not see the strikers carrying arms, but admitted that they might have been armed.

Daniel Perry, a grocer of Hazleton, who was driving along the road to Lattimer on the day of the shooting, testified that he saw the strikers, who were marching, and that they were quiet and orderly. He also saw the shooting at Lattimer, being near a single shot, and saw a striker fall. Then there was a volley, and several fell.

The witness said he saw a wounded man who was lying on the railroad track up. He said he was shot down again. He said he saw William Raughter after the shooting became general run after the strikers as far as the railroad track and shot at a striker.

Counsel for the defense asked the witness if Sheriff Martin was not in as much danger of being shot as were the strikers when the shots were fired by the deputies.

"No sir," replied the witness, "he was quite out of danger. He was out of line of firing."

Joe Zappa, one of the men wounded at Lattimer, said that when the strikers reached Lattimer the sheriff stopped them and told the leaders that they could not go on to the mine, but the leaders said they were going and as the twenty men pushed past the sheriff the shooting commenced.

Daniel Murphy said he saw Deputy A. E. Hess give water to a wounded striker and together with Alonzo Dodson and A. M. Ely, carry some of the wounded men to the cars.

August Caski said that the deputies pushed and prodded the strikers at West Hazleton and forced them out of the road; that he and Martin Locka, although some distance from the other strikers, were followed by two deputies, who struck them with their guns. The witness said he was standing near the trolley car on which the deputies embarked to go to Lattimer and that he saw the deputies, whom he does not know, say:

"Let them go until we get to Lattimer and then we'll shoot them."

At this point the defense agreed to admit the following facts in order to hurry the trial along:

"First, the meeting of the strikers at Harwood; second, the presence of the deputies and strikers at West Hazleton; third, the fact that the deputies were armed; fourth, the fact that apparently the strikers were not armed."

Several other witnesses were examined, but their testimony contained nothing new.

"Novacold" positively cures a Cold or La Grippe in a day. Guarantee in every case. Sold by all druggists.

### PENSION MEASURE KILLED

Which Would Bar Widows Who Might Marry Veterans Henceforth.

Washington, Feb. 10.—The contest which has been waged in the house committee on invalid pensions ever since the assembling of congress over the question of barring from the pension rolls the widows and children of soldiers who marry hereafter came to an end today in the defeat of the proposition. A measure with this end in view was introduced by Representative Smith of Michigan and it had the endorsement of the committee on Pensions. The question has been agitating the committee at each of its meetings and today after a very spirited discussion Representative Norton (Dem., Ohio) brought it to a sudden close by demanding a vote on the question of favorably reporting it to the house. The vote disclosed five members of the committee in favor of it and seven against it, the division was on party lines. The division was as follows: Reps. Ray (R., Va.), Warner (R., Ill.), Henry (Conn.), Smith (Mich.), Rogers (N. H.), Kerr (Ohio), Gibson (Tenn.); Sturtevant (Pa.), Republican; Norton (Ohio, Democrat), and Botkin (Kansas) and Caski (Cal.), Populists.

This probably ends the effort to secure the enactment of a general measure along these lines at this session. Chairman Ray who was introduced at the last meeting to appoint a sub-committee to draft a service pension bill notified the committee today that he would appoint the committee in a few days.

Washington, Feb. 10.—The president today sent the following nominations to the senate:

Justice—George M. Christian, to be marshal for the Sixth district of Iowa, Treasury—John T. Bush, collector of customs, district of Detroit, Mich. Y.

Washington, Feb. 10.—The senate committee on postoffice and post-roads is not likely to report the nomination of O. W. Petty to be postmaster at Charleston, W. Va. A general understanding has been reached to that effect. Senators do not want to displace Mrs. Kennen, the widow of the late Senator Kennen, who is the present incumbent of the office.

Washington, Feb. 10.—Captain Letour, commanding the United States steamer Alert at San Jose, Nicaragua, has called the navy department that he has received the ship the force of marines and sailors landed two days ago at that place to protect the American consulate during the conflict between the government forces and the insurgents. Matters are reported to be still in an unsettled condition at San Jose.

**WOODS COUNTY'S PROSPECTS**  
Good Rain, Good Trade and Immigration Pouring In.

Alva, O., Feb. 10.—(Special.)—Another fine rain has been of some benefit to our immense wheat acreage. While not needing any, we are thankful for all that comes, for the more moisture in the ground, the better prepared our crop is to withstand any drought or winds which may occur in March and April.

Many new settlers are coming in from Iowa and Missouri, some locating on vacant lands, but many "buying" deeded lands and relinquishing them.

Alva is enjoying, as for the past four months, quite a building boom. Among the new buildings contemplated this spring is one by G. W. Snyder, one of our leading merchants here. He owns and occupies a fine brick store and will build this spring another one of the same dimensions, which gives him thirty feet, which is none too much for the trade he now enjoys.

The contract for our Normal college will be let March 2, unless something unforeseen, as in the past, takes place to prevent it.

Take it altogether, Alva has a bright future and all that is necessary is for the

## TROOPS OR NO TROOPS

Is the Question Before the Relief Expedition.

IT WOULD BE DREADFUL

To Face Famished Men With Food and Bare Fists.

Washington, Feb. 10.—In view of the apparent disposition of the Canadian authorities to prevent the United States troops from accompanying the relief expedition into the gold country a brief review of the correspondence that has so far taken place between the two governments may be in order.

The negotiations proper started December 30, last, between Acting Secretary Melkjohn, of the war department, and Mr. Sifton, minister of the interior for Canada, then in Washington. The official report was that a complete agreement as to the relief expedition was reached at the time, was reached as to the course to be followed by the expedition and its escort. Soon after Mr. Sifton's return to Canada a question arose as to the free admission of supplies to be taken in by the government expedition in case they were to be held at cost, which was disposed of by a prompt telegram from Mr. Sifton in answer to Mr. Melkjohn, stating that it was intended to charge no duty upon provisions to be sent in. Mr. Sifton also reminded Mr. Melkjohn of the stipulation that no unofficial or unauthorized persons should accompany the expedition. To facilitate free entry he asked for a certified list of the persons and an inventory of the outfit of the expedition. In confirmation of this came a note from Sir Julian Pauncefote, the British ambassador, confirming the statement as to the free entry of goods and having this important paragraph as bearing on the present controversy: "Also that convoys may be accompanied by such reasonable escorts as the United States government may desire to provide for them and each convoy shall be likewise accompanied by a Canadian officer, the expense of such Canadian officer being borne by the Dominion government."

Supposing that this understanding was perfect, it came as a surprise to the war department when Mr. Sifton, on January 27, wrote that he took it for granted that the fifty-five enlisted men who were to accompany the expedition were not intended to go beyond the boundary line, which he says is "provisionally at the summit of the mountains about the middle of the pass." Mr. Sifton added that the arrangement into which he had entered was that he should furnish escort for the American expedition, and he had accordingly sent forward the men for this purpose. In reply, under date of January 31, Mr. Melkjohn said that his understanding was that the entire escort designated by our government should accompany the expedition to its destination as necessary to render assistance in overcoming anticipated difficulties, subject to Canadian law and to be accompanied by a Canadian officer. Enlisted men instead of civilians were selected as more available, more amenable to discipline and costing less. The escort is not regarded as a military expedition but on Canadian soil its service will be of a civil nature. Mr. Melkjohn thereupon reminded Mr. Sifton of the agreement with Sir Julian as to the "reasonable escort" to be permitted. He pointed to the condition which would confront the expedition if it arrives upon the Canadian border with supplies and had to go beyond to meet hungry and desperate people without a single arm for the protection of the expedition, its supplies or equipments.

So far no further communication has been had with the Canadian government on this subject. The route to be followed by the expedition is therefore uncertain.

**District Court at Guthrie.**  
Guthrie, O. T., Feb. 10.—(Special.)—The United States district court will convene in regular session on February 11. One hundred new civil cases have been added to the docket since the last term, and thirty new criminal will be up for hearing. District Clerk Pitts is now preparing the court docket. Yesterday he issued 115 subpoenas for witnesses.

**To Cure a Cold in One Day.**  
Take Luxative Broom Quinine Tablets. All druggists refund the money if it fails to cure. 50c. The genuine has L. B. Q. on each tablet.

**STEAMED UP FOR CHINA.**  
Coal Steamer Takes the Ominous Form of the "War Cloud."

Malta, Island of Malta, Feb. 10.—The British battleship Victoria will start for China today, and then arrive Gibraltar will follow. When they arrive in China sea the British squadron will be larger than ever before in those waters, even in time of war.

London, Feb. 10.—A dispatch to the Daily Mail from Singapore says: "England has bought up all the Welsh coal available here and at Chinese and Japanese ports for the British fleet. There is much excitement in the foreign community over the fact."

**Shang Hai, Feb. 10.**—Vice Admiral Sir Alexander Buller, commander in chief of the China station of the British fleet, has sailed on board the cruiser Plique for the island of Chu San, where he will transfer his command to Vice Admiral Sir Edward Hobart Seymour.

**Irish Amendment Rejected.**  
London, Feb. 10.—In the house of commons today, Michael Davitt's amendment to the address in reply to the speech from the throne calling attention to the distress in Ireland and the failure of the potato crop, was rejected by 235 to 123 votes.

**El Paso, Tex., Feb. 10.**—Barren Hardin Hickey, better known as the Prince of Trickles, committed suicide at the Pecos hotel in this city. Barren was in the hotel discovered that the baron was dead at noon today, and the indications were that he died during the night from drugs taken with suicidal intent.

The advertiser who lets up in the summer is apt to find it difficult to get his more wide awake competitors in the fall.

Better sure than sorry. Guard against the substitution of inferior wares for good ones by examining your purchases before you leave the store.

Stick to what you see advertised in the newspapers when you get to the store. Don't let a wily salesman throw you off the track. You know what you want better than he does.

Examine goods you buy before they are wrapped up. Then you run less risk of getting imitations instead of what you need.

Better sure than sorry. Guard against the substitution of inferior wares for good ones by examining your purchases before you leave the store.

A man is usually held four or five years before he knows it.

If you want anything in this line of Fine Printing or Engraving for Weddings, Announcements, Births, etc.,—'98 model—call at the counting room and see samples and get prices.

**This is hard work,**  
most people think. But is it any harder for a man than the old-fashioned way of washing is for a woman? And yet how many women, apparently bright and intelligent, still persist in that clumsy, wearisome, expensive way of washing!

Why don't they get Pearline and save the hard work, the ruinous wear and tear, the needless rubbing and wrenching? Pearline can't hurt the clothes. It's the most economical thing to wash with. Why don't they use it, like millions of other women?

**Millions NOW USE Pearline**

**The Way to**  
Win success in anything is to keep everlastingly at it. This is true whether you want to

**Reach the People**  
Through an advertisement or to earn a living some other way. People need to see each other a great many times before swearing friendship, and it is much the same with advertisers and their readers. It

**Is Not by**  
**Fitful Advertising**  
That an immense business is built up. This paper has readers who read other papers. Seeing your ad.

**In the DAILY EAGLE**  
As well as other papers will give its readers confidence in your business and financial ability. More confidence means more business. This paper has readers, too, who read no other. They may not know you, but are certain to become acquainted with you, if you are a constant advertiser in the Eagle. Any business man who has laid the foundation of business success by advertising in this

**Or Any Other Newspaper**  
Knows that he did it, not by occasionally inserting an ad, and then waiting to see what happened.

**But by Keeping**  
**Everlastingly at It**  
Just as you did with any advertisement which gave thoroughly satisfactory results.

**.. Abstracters**  
Will consult their interests by getting the Eagle's prices on Take-Off Books, Abstract Books and Blanks.

**Eagle Press, 111 East Douglas**

**Wedding Invitations**  
Season '97-'98

**Church Weddings**  
The designs for invitations to church weddings are superb.

**Church Card**  
The Card of Admittance is petite.

**Church Reception Card**  
The Reception Card after the wedding is large and elaborate.

**At Home Card**  
At Home Card is neat, medium size.

**Home Wedding Invitation**  
Home Wedding Invitation is a large double sheet, plain white.

**Reception Invitation**  
Reception Invitation is a plain white, printed on regulation size of card board.

**Ceremony Card**  
The Ceremony Card is an unique affair of pretty design.

**At Home Cards**  
The At Home design is new.

**Announcements**  
As well as the Announcement Cards.

**Dancing Announcements**  
Dancing Announcements for private parties are small white four page sheets, printed or engraved on first page.